

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

1. (Currently Amended) A method for operating an exhaust gas turbocharger serving for charging an internal combustion engine, in which a main flow of a gas is supplied to a compressor of the exhaust gas turbocharger via an intake line, is compressed in the compressor by means of a compressing element and is led via a compressor line into an intake duct of the internal combustion engine, the gas quantity transferred to combustion chambers of the internal combustion engine via the intake duct being regulated by means of a throttle valve arranged between the compressor and the combustion chambers, wherein, when a vacuum occurs in the region downstream of the compressing element between the compressing element and the throttle valve, as compared with the pressure in the intake line upstream of the compressing element, this vacuum is utilized in order to generate a bypass flow which is branched off upstream of the compressing element from the main flow led via the compressing element, flows around the compressing element from [[its]] a side of the compressing element located upstream to [[its]] a side of the compressing element located downstream and is returned to the main flow downstream of the compressing element and upstream of the throttle valve.

2. (Previously Presented) The method as claimed in claim 1, wherein the bypass flow is branched off from the main flow in the intake line downstream of a

flowmeter and/or is returned into the main flow again in the region of the compressor line.

3. (Previously Presented) The method as claimed in claim 1, wherein, when the pressure conditions are reversed and excess pressure occurs in the intake line in the region between the throttle valve and the compressing element, as compared with the region upstream of the compressing element, a flow through the bypass line from the downstream side of the compressing element to the upstream side of the latter is prevented.

4. (Previously Presented) The method as claimed in claim 3, wherein the flow through the bypass line from the downstream side of the compressing element to the upstream side of the latter is prevented by means of at least one regulating element.

5. (Currently Amended) A device for operating an exhaust gas turbocharger, in which a compressor of the exhaust gas turbocharger is flow-connected upstream to an intake line and downstream to a compressor line, and the compressor line ~~can be connected~~ is connectable to an intake duct of an internal combustion engine to form a flow line, a throttle valve being provided in the flow line, comprising a bypass line, a first side of said bypass line being connected ~~which can be connected on its first side~~ to the intake line upstream of a compressing element of the compressor and ~~with its~~ a second side of said bypass line being connected to the flow line downstream of the compressing element of the compressor, wherein, in the

assembled state of the downstream-compressing element of the compressor, the bypass line is connected to the flow line between the compressing element and the throttle valve, and wherein said bypass line has at least one regulating element which is designed in such a way that it allows only a flow around the compressing element from ~~[[its]]~~ an upstream side of the compressor element located upstream to ~~[[its]]~~ a downstream side of the compressor element located downstream and prevents a flow from the downstream side of the compressing element to the upstream side of the latter.

6. (Previously Presented) The device as claimed in claim 5, wherein the regulating element is pressure-controlled, and preferably only the pressure in the intake line in the region upstream of the compressing element and the pressure in the region between the compressing element and the throttle valve are used for the control.

7. (Previously Presented) The device as claimed in claim 5, wherein the bypass line is integrated into a turbocharger casing.

8. (Currently Amended) An exhaust gas turbocharger for charging an internal combustion engine, ~~[[the]]~~ comprising: a compressor, ~~[[of]]~~ which is flow-connected upstream to an intake line and downstream to a compressor line, the compressor line being connectable to an intake duct of an internal combustion engine to form a flow line, and a throttle valve being provided in the flow line, comprising a bypass line, ~~[[which is]]~~ a first side of said bypass line being connected

~~on its first side~~ to the intake line upstream of the compressor and ~~is connected with its second side~~ a second side of said bypass line being connected to the flow line downstream of the compressor, wherein the bypass line is connected to the compressor line between a compressing element of the compressor and the throttle valve, and wherein said bypass line has at least one regulating element which is designed in such a way ~~that it allows~~ to allow only a flow around the compressing element from ~~[[its]]~~ an upstream side located upstream to its side of the compressor element to a downstream side of the compressor element located downstream and prevents a flow from the downstream side of the compressing element to the upstream side of the latter.

9. (Previously Presented) The exhaust gas turbocharger as claimed in claim 8, wherein the at least one regulating element is pressure-controlled, and preferably only the pressures in the intake line in the region upstream of the compressing element and in the region between the compressing element and the throttle valve act on the at least one regulating element for the control.

10. (Currently Amended) ~~An internal combustion engine with an exhaust gas turbocharger, wherein the exhaust gas turbocharger is designed according to claim 8~~ In an internal combustion engine with an exhaust gas turbocharger, the exhaust gas turbocharger comprising: a compressor, which is flow-connected upstream to an intake line and downstream to compressor line, the compressor line being connectable to an intake duct of an internal combustion engine to form a flow line, and a throttle valve being provided in the flow line, comprising a bypass line, a

first side of said bypass line being connected to the intake line upstream of the compressor and a second side of said bypass line being connected to the flow line downstream of the compressor, wherein the bypass line is connected to the compressor line between a compressing element of the compressor and the throttle valve, and wherein said bypass line has at least one regulating element which is designed in such a way to allow only a flow around the compressing element from an upstream side of the compressor element to a downstream side of the compressor element and prevents a flow from the downstream side of the compressing element to the upstream side of the latter